DUTY OF UNCLE SAM

BUILDING OF GOOD ROADS PROBLEM FOR FEDERAL GOVERNMENT.

WOULD HARDLY FEEL TAX

General Welfare Clause of Constitution Gives Congress Power to Build Roads—Federal Aid Would Give Mighty Impetus to Road Building.

BY HOWARD H. GROSS.

About once a year the post office department sends out word to the various postmasters throughout the country where the roads are bad, threatening to suspend rural mail delivery unless the roads are put in acceptable condition. This is right and proper. It is an outrage to expect the mail carrier to wade through a sea of mud to carry the mail to the farm home. It ought not to be necessary for him to do so. At times the roads get so bad that the mail wagon must be abandoned, and the trip is then made on horseback, carrying only the letters. Sometimes the delivery has to be abandoned for days at a time on account of road conditions.

Why the roads should be so bad the country over, when nearly everybody wants good roads is a strange anomaly, and this unfortunate situation will probably continue until the people approach the good roads problem from the right angle.

It is a tremendous undertaking to gravel and macadamize the principal highways of the country—it means the building of 400,000 or 500,000 miles of roads, and would cost between a billion and a half to two billion dollars, or from $15 to $20 for every man, woman and child in the land. This seems like a colossal outlay and it is, but the money could not all be spent at once. It would take probably twenty years to do it, so it would be at the rate of perhaps one dollar per year per capita. The department of agriculture estimates that the actual saving to the people by good roads would be at lease $3.50 per person per year. If this estimate is anywhere nearly correct, and it probably is approximately so, then the saving to the people alone by good roads would pay for them in five years' time.

There is no fact better demonstrated in economics than that the building of good roads adds to property values many times the cost and brings social, educational and economic benefits that make the building of roads the best paying investment that any community or state can make.

The question is, how ought this matter to be handled? In the writer's opinion the first duty is to the federal government. It is high time for it to get busy on this problem. The money Uncle Sam raises is by indirect taxation and this tax the people scarcely feel and there is very little complaint about it. It hurts us more to pay one dollar as a tax through the tax collector's office than it does to pay five times the amount by indirect taxation. Under the general welfare clause of the constitution, congress has the power to build roads. It also has specific authority to do so for those roads used for rural delivery, and these comprise nearly all the main highways of the country.

Suppose, then, we estimate an expenditure of $1,500,000,000 to be made upon highways, jointly by the nation, the state and the township or county, letting the federal government contribute one-third the amount, and prorating the money between the states on a joint basis of population and road mileage. This would give a state like Illinois between $26,000,000 and $27,000,000. The funds to be provided for from time to time by long-time, low interest bonds. The tax per capita to carry these bonds at three per cent., when all are issued, would be about 15 cents per year—three car fares! Then let the state pay one-third from a general tax levy, or, better still, by a bond issue, and one-third paid locally by the township. It is common practice for the state to contribute to road building under what is popularly known as the state aid plan—the townships have been doing the little that has been done and doing it without help for many years. The new feature of the proposition is the federal contribution, for which there is ample authority and for which there is a precedent and a paramount need.

Within the last few years there has been a great hue and cry throughout the land for waterway improvement; conventions have been held and the demand made that the federal government contribute $500,000,000 to that end, at the rate of $50,000,000 a year for ten years. The point the writer desires to make is that where it is possible for one ton of freight or produce to be carried by water, there would be thousands of tons moved by wagon over the public highways, and that if the amount of money demanded for waterway improvement were applied to highways, it would be hundreds of times more beneficial, and the benefits would reach all of the people.

The government is using about 900,000 miles of public roads for rural mail delivery and these are post roads within the meaning of the Constitution. Congress has express power to build and maintain post roads, and if it can build and maintain them it certainly could help to do it.

The question may be asked whether a bond issue of $500,000,000 for aid in road building would be at all hazardous. By referring to the statement of the treasury department, one will find that the present bond issue amounts to about $11 per capita, and the annual interest charge is 29 cents. The issue of $500,000,000 of bonds would carry the bond issue up to approximately $16 per capita and the interest charge to 44 cents. At that rate it would be the smallest bonded indebtedness per capita of any of the leading countries of the world. As against the $16, Great Britain has a debt of $88 per capita, German $49, Italy $92, and France $144. It is perfectly safe to say that if the government would issue and expend $500,000,000 of bonds in aiding the construction of permanent highways, the people would never know that an additional tax had been imposed and would never feel the payment. This step would give a mighty impetus to road building, and in ten or fifteen years probably 400,000 miles of good roads could be built, and this would revolutionize transportation and would add immeasurably to the pleasure of country life, and would add several times the amount to the property value of the nation, and give us better schools, higher social life and a higher standard of civilization.

There is a widespread demand for a parcels post, and as congress usually responds to popular demand, and always does if the clamor is loud and long enough. So it is quite probable the parcel post will be tried out.

Let the government help build good roads—the highways over which the children must go to school, the doctor to reach the suffering and over which must pass every bushel of grain and every bale of cotton raised—the road which reaches every field, every farm home and every market town. The people everywhere demand good roads. Roads are universal; waterways are sectional. Good roads mean a saving in transportation far greater than can be accomplished in any other way. Good roads mean better schools, more social life and a higher standard of living; they mean progress and civilization.

GRADES AND GOOD ROADS

Highways Traveled by Heavily Loaded Vehicles Should Be Kept Down to Three Per Cent.

A one per cent. grade on a road means a rise of one foot for each hundred feet of distance traveled up the hill. A ten per cent. grade means ten feet rise in each hundred feet so traveled. A one per cent. grade, then, means that in traveling up hill one mile an ascent is made of 52.8 feet, while a ten per cent grade means a rise in altitude of 528 feet in a mile. Accurate tests have shown that a horse which can pull 1,000 pounds on a level road can pull only 810 pounds on a rise of one foot in fifty, and on a rise of one foot in ten he can pull only 250 pounds. These facts show that the greatest load than can be hauled over a road is the load which can be taken up the steepest hill on that road, or through the deepest mud hole. It is therefore advised that all highways traveled by heavily loaded vehicles should be kept within a three or four per cent. grade if practicable. To do this may require a change of location to get around hills, always keeping in mind that the lower the grade the larger the load may be hauled and the cost of haulage kept at the lowest point.

Birds a Help to the Farmer.

The demand for the protection of wild birds was once based solely on humane and esthetic grounds; now the demand is coming to be based in addition on economic grounds, which will commend it to a larger number of men and insure it a more careful hearing in the court of public opinion. Bird slaughter not long ago was decried because the native songsters were being killed at the behest of millinery fashion.

Now another note is sounded. The increase of insect pests and consequent reduction of the harvests has corresponded with the decrease of the birds. In addition to filling their craws with insects numerous wild birds feed on weed seeds, and weeds are a handicap in agriculture.

In several states increasing safeguards are being thrown around birds because of their worth as aids to agriculture.

Russia's Fight on Tuberculosis.

The first "white flower day," which was observed in Russia on May 3, was a "success beyond the hopes of the most sanguine," says the Russische Correspondenz. Throughout the nation on that day men, women and children offered for sale tiny white flowers. The proceeds of the sales were handed over to the League for the Prevention and Cure of Tuberculosis. Money in large quantities was collected, the smallest and poorest hamlets contributing their share. It is not to be wondered at, because Russia is really the land of the dread malady. The trying climate and unspeakable sanitary conditions make it a fruitful ground for the development of the disease, and statistics show that in late years there has been a steady increase in its ravages. The manner in which the people responded on the first "white flower day" shows that they appreciate the conditions.

Nature Imitating Art.

Charles Frohman was talking about a famous young actress.

"She is superb," said Mr. Frohman, lighting a huge cigar, "but she is also a little—er—but I won't call her conceited.

"Once, though, at a rehearsal, after she had concluded a really wonderful scene, I ventured to object.

"It was all divine except that handshake. People don't shake hands like that in real life.'

"'Ah, but they will,' she answered, 'after they see me.'" Mr. Frohman smiled.

"And, by Jove," he said, "they did, too."

Discouraging the Obvious.

At the special meeting of the Any Old Time club the man in the mackintosh was late.

"You are fined the cigars," they told him.

"Well," he said, "if you can find any cigars on me—"

They rose as one man and put him out.

There are limits.

What Did She Mean?

"On bended knee I begged her for a kiss."

"And what did she say?"

"Told me to get up and be practical."—Louisville Courier-Journal.

That Awful Change.

Connie Mack, manager of the Athletics, was discussing in Philadelphia a pitcher who had gone back.

"You'd never believe he was the same man," he said. "It's like the lost memory case.

"'Ain't it strange?' said a Conshohocken woman to her husband, as she looked up from the Bulletin. 'Here's a gent who, after a fit of illness, can't remember his wife, and refuses to believe she's the woman he married.'

"The Conshohocken man grunted.

"'Well, he ain't the first man,' he said, 'that can't realize his wife is the same woman he once went crazy over.'"

Truly Remarkable.

"Quite a remarkable thing happened at the banquet last night."

"Did somebody tell a story that was new?"

"No, the stories were all old, but one of the speakers who said he had nothing to say sat down immediately after saying it."

GOOD ROADS BETTER COUNTRY

Highways Tell Tale of Profit or Loss and Spell Ruin for County That Neglects Them.

The plain people of the land are familiar with the truths of history. They know the past. They realize that often difference between good roads and bad roads is the difference between profit and loss. Good roads have a money value far beyond our ordinary conception. Bad roads constitute our greatest drawback to internal development and material progress. Good roads mean prosperous farmers; bad roads mean abandoned farms, sparsely settled country districts, and congested populated cities, where the poor are destined to become poorer. Good roads mean more cultivated farms and cheaper food products for the toilers in the towns; bad roads mean poor transportation, lack of communication, high prices for the necessaries of life, the loss of untold millions of wealth, and idle workmen seeking employment. Good roads will help those who cultivate the soil and feed the multitude, and whatever aids the producers of our country will increase our wealth and our greatness and benefit all the people. We cannot destroy our farms without final decay. They are today the heart of our national life and the chief source of our material greatness. Tear down every edifice in our cities and labor will rebuild them, but abandon the farms and our cities will disappear forever.

I take an abiding interest in this all-absorbing question for better highways by some plan it can be done honestly, economically and constitutionally. I am not committed to any pet scheme. I have no vanity in the matter. I care not who gets the glory so long as the people get the results.

I am for the cause and in the fight to stay. Good roads mean progress and prosperity, a benefit to the people who live in the cities, an advantage to the people who live in the country, and it will help every section of our vast domain. Good roads, like good streets, make habitation along them most desirable; they enhance the value of farm lands, facilitate transportation, and add untold wealth to the producers and consumers of the country; they are the milestones marking the advance of civilization; they economize time, give labor a lift, and make millions in money; they save wear and tear and worry and waste; they beautify the country, bring it in touch with the city; they aid the social and the religious and the educational and the industrial progress of the people; they make better homes and happier hearth sides; they are the avenues of trade; the highways of commerce, and mail routes of information, and the agencies of speedy communication; they mean the economical transportation of marketable products—the maximum burden at the minimum cost; they are the ligaments that bind the country together in thrift and industry and intelligence and patriotism; they promote social intercourse, prevent intellectual stagnation and increase the happiness and the prosperity of our producing masses; they contribute to the glory of the country, give employment to our idle workmen, distribute the necessaries of life—the products of the fields and the forests and the factories—encourage energy and husbandry, inculcate love for our scenic wonders and make mankind better and greater and grander and broader.

Good roads are the arteries of industrial life of a great and powerful people. Good roads make a good country. In a government such as ours all sorts of men and women are more or less absolutely dependent upon the best and speediest means of communication and transportation. If you say that good roads will only help the farmer, I deny it. The farmer who produce the necessaries of life are less dependent than the millions and millions of people who live in our cities. The very lives of the latter depend on the farmers—the producers of the necessaries of life. The most superficial investigation of this subject will clearly prove that good roads are more important to the consumers than they are to the producers of the country.

The fathers of the republic wisely recognized the importance of this question. Washington and Jefferson advocated good roads and projected the construction of a great highway from the capital to the Mississippi valley. The far-seeing statesmen of the early days of our national existence championed and passed measures to better the means of transportation. They knew that of all human agencies the one which has done most for civilization has been the building of good roads—the abridgment of distances, the shortening of time—in the facility of communication. They realized the necessity of good roads, how important they were to the country, to its growth and its development; and to mankind, morally, physically, intellectually and industrially.

WILLIAM SULZER.

Division Extraordinary.

At the Zoological park it became necessary to cut down a large tree. A log about twenty feet long was one of the results. Dr. Hornaday, the director, gave orders to one of the workmen, a stalwart Irishman, to split the log, with a small charge of dynamite, into two halves and scoop out each half for a trough to be used in feeding some of the animals. Later in the day the son of Erin appeared at the director's office, much excited, and stammered: "Th' dynamite has blowed thot log into t'ree halves."

No Profit in It.

"I have just found out that one of my great-great-grandfathers fought in the revolutionary war."

"I suppose you are very proud of the fact?"

"Well, that doesn't get me an automobile."

Inevitable.

Husband—Why do you ask Mr. Hobson to every one of your dinners? Who wants him?

Wife—The cook. He's the only friend of ours whom she likes.—Puck.

The Savage Chieftain.

"But do you not believe in Christianity and in civilization?"

"I might if I didn't have so many wives."

"But why not as it is?"

"Look at the bunch I should have to button down the back if they ever took to wearing clothes."—Houston Post.

Anyway, the average woman knows as much about things political as the average man does about caring for a baby.

DAIRY

"FLY TIME" AMONG THE COWS

Some Individual Animals Seem to Suffer More Than Others—Various Remedies Suggested.

(By WALTER B. LEUTZ.)

Midsummer is known as "fly time" in the dairyman's calendar. The marked falling off in the milk flow of the dairy cows at this season of the year is looked upon as unavoidable, and is attributed by many to the worry of the stock by flies. The failure to provide an abundance of succulent forage to supplement the parched pastures seems a trifling contributory cause of the lessening milk secretion, compared with the activity of the pesky, ubiquitous fly, especially at milking time.

The flies that are most numerous about cattle are known by their common names of the stable fly and the horn fly.

The stable fly resembles the house fly very much in appearance, but differs in having the mouth parts fitted for piercing the skin and sucking the blood of animals. The eggs of the stable fly are usually laid in horse manure, the female laying from 125 to 150 in a season. The period of development from egg to adult fly is about 15 days.

The horn fly is a new pest and was first noticed in this country about 1886. The first appearance of this fly was the cause of considerable alarm among the cattle men, and the experiment stations of the various states were appealed to for information in regard to the origin and life history of this insect and for suggestions as to agencies for repelling it.

The horn fly is a small, gray fly, very much like the house fly, but smaller, measuring about three-sixteenths of an inch in length. They have the strange habit of settling in great numbers about the base of a horn, which they sometimes completely cover, a habit which gives them their common name. They confine their attention to cattle. They burrow in the hair about the shoulder, the roots of the tail and other portions of the body where they are not easily dislodged. The injury done by the horn fly is by stinging, much like the mosquito. By means of a fine lancet they pierce the skin and suck the blood through the tube or sheath.

Some individual animals suffer more than others and dark colored animals more than light colored. These flies follow cattle to the barn at night and remain with them all the time.

Various remedies have been suggested by good authorities.

Destruction of larvae in the droppings by application of lime or the immediate spreading and drying of the same.

Application of tobacco powder to destroy the flies.

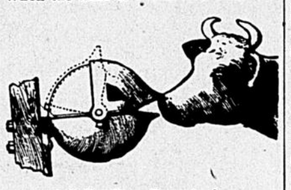
Application of one of the following repellants: Ten to fifteen per cent kerosene in water.

Fish oil with small mixture of carbolic acid. Cottonseed oil, two parts and pine tar one part.

FEED SALT TO LIVE STOCK

Receptacle Shown in the Illustration Is Designed for Use Either in Field or Corral.

The salt receptacle shown in the illustration is designed for use in a field or corral. It affords free access to the stock for obtaining the requisite amount of salt, and at the same time protects the salt from the elements and prevents waste. The opening is protected by a hood which the animal shoves open by putting his nose under it and lifting upward. When the nose is withdrawn from the



Salt-Feeding Receptacle.

opening thus made, the hood drops down again by its own weight. A sufficient opening is always left to expose the salt and attract the stock.

Water Hauled to Cows.

The usual method of watering in Denmark is to haul the water in a tank on a low-wheeled, one-horse wagon twice a day to the tethered cows. Doors are placed in the top of this tank at either end, and by proceeding directly across the field along the line of tethered cows, stopping the horse midway between the tether stakes, two cows can drink at the same time, making the task of watering easy. Some take the cows to the stable to be milked three times a day, and in this case the watering is done there.

Slovenly Milker.

A slovenly milker who milks a dirty cow in a filthy stable should be compelled to drink every drop of milk he draws until he reforms.

Butter for Market.

When preparing butter for market always bear in mind that an attractive package will more quickly win a buyer.

Equipment for Dairy Farm.

The cream separator, the silo and the manure spreader should find a place in the equipment of every dairy farm.

Handling Cows in Summer.

There is a tradition that cows will do better in warm weather than in cold weather, but experience has disproved this fact. It is often easier to reproduce summer conditions in the winter stable than it is to thoroughly protect the stock from the pests that make them go dry in summer.

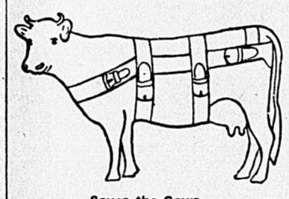
Winter Dairy Ration.

This is the proper time of the year to consider the dairy ration to be used next winter.

SAVES MANY VALUABLE COWS

Harness Arrangement Will Prove of Greatest Aid to Animals During Calving Time.

Many valuable cows have been lost by the womb or calf-bed following the calf. In large herds a harness, as shown, will almost always keep in the bed when there is any danger. This must be kept on for 24 hours after calving, after which time there is not much danger. The part under the tail should be extra wide and so arranged that a clean, sanitary cloth can be put next to the cow's skin. A dangerous subject very often, when lying down in the stall before calving,



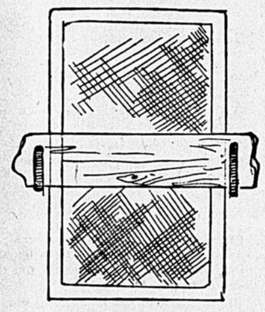
Saves the Cows.

will show an inch or so of the uterus, says a writer in the Country Gentleman. She should be carefully watched at calving, and as soon as she has calved put on the harness, which must be tightly strapped on, and then in an hour or so loosen it up to let away the after-birth or renew the sanitary cloth. It almost always happens that once a cow throws her bed she will do it again. In desperate cases two stitches can be made with a darning needle and fine white tape and left in for two days, giving sloppy drinks with a little opium in them. Raise the cow's hind end higher than her front end with inclined floor.

GOOD STABLE SCREEN DOOR

If Made of Strong Material It Can Be Secured by Wide Board to Drop Into Brackets.

If the screen door for the cow stable is made of strong material it can be secured by a wide board to drop into



A Stable Screen Door.

brackets on each side. This protects the door and is easily made at home. One end of the board should be bolted loosely to the barn, so that it may act as a pivot and the boards be raised up when the door is opened.

Food for the Growing Calf.

Growing calves should have such food as insures growth. Fat is not needed in the dairy calf. Keep the calves comfortable, summer and winter, and growth will follow as a natural result.

Best Milk Producer.

Dairy farmers should not raise or buy timothy hay for cows. Clover or alfalfa is much better as a milk producer.

Hard Butter Without Ice.

To keep table butter firm without putting it in the refrigerator set a "trivet" or any other open flat thing with legs in a large saucer. Put the plate of butterballs, or a "pat" or mold of butter, upon the trivet; fill the saucer up with cold water and invert a common clay flowerpot over the butter in such a manner that the edge of the pot shall be within that of the saucer and in the water. Cork the hole in the bottom of the flower pot (now the upper part) and drench copiously with cold water.

Set in a cold place and in a few hours you have firm, cold butter. This is a great convenience in warm weather to those who have a scanty supply of ice or small refrigerators.

Cost of Producing Milk.

The Massachusetts Experiment station has found that the total cost of producing milk satisfactory in sanitary quality and containing from 4 to 5 per cent of butter fat will usually amount to from 4 to 5 cents per quart. The cost of keeping a cow for one year is estimated at $137.07. Milk produced under more than average sanitary conditions of certified milk will naturally cost considerably more.

DAIRY NOTES

A cross bred cow is a mistake.

Each cow's udder should be thoroughly cleansed before milking.

Bloody milk or that from a sick cow should never be mixed with wholesome milk.

The uncovered cans of milk should be kept in cold water until they are delivered to the creamery.

The use of muslin in dairy windows instead of glass is said to lessen the danger from disease germs.

The secret of success in the dairy business is, test the cows, keep records, figure, know and do not guess.

The milk from a new milch cow should not be brought to the creamery until at least a fell week after the cow has calved.

The stable should not be cleaned or brushed nor should silage or roughage be fed until after all the cows of the herd are milked.

When calves have a habit of sucking each other's ears it is best to separate or tie them. After they get to eating grain foods there will be no more trouble from this source.

All milk cans should be washed first in cold water then thoroughly cleansed with warm water and finally rinsed in scalding hot water.

It really requires little care and attention to maintain milk and cream in a clean, sweet condition even during hot, sultry weather.

The cow is not working for you, but instead she is your master. The better work you do for her the larger salary she will pay you.

Whole oats, corn and wheat bran in equal parts with one-half part linseed meal added makes a good grain ration for the young calves.

REPLACE HAY CROP

Iowa Agricultural College Tells How to Plant Forage Crop

Iowa's hay crop is a failure beyond redemption this season, but there is still time before frost to grow a forage crop of sorghum that will fill the empty hay mows and give the livestock palatable fodder until another year brings green pastures and meadows.

If sorghum is seeded on the oat or wheat stubble ground at once, or before August 1, it will grow to a height of two to three feet before time to cut it, and it will produce a yield ranging from 1½ to 2½ tons of palatable and nourishing forage per acre.

"The farmer who faces the problem of feeding livestock without a crop of hay to do it with, can't do better than to sow a field of sorghum at once," said Prof. H. D. Hughes, of the farm crops department of the Iowa Agricultural college experiment station. "If he puts it in now, he is practically certain to get a good yield of palatable and nourishing feed. It is not a difficult crop to grow nor to harvest. It resists drought and will grow in spite of very unfavorable conditions; for that reason it is especially desirable this season. It is cut as though it were timothy. It cures out well in the field. It may be put up in large cocks and left in the cocks to be used from all winter, or it may be stored in the barn just like hay. It makes a better emergency crop for just such a situation as we have in Iowa now than Millet, because it will resist the drought better and because it will produce a larger yield of forage in the time there is to grow it."

There ought to be no delay in putting in sorghum. It ought to be in not later than by August 1, and the earlier it is seeded the better. The oats or wheat fields just harvested will provide the best available ground for the crop. The ground should be plowed shallow and then reduced to a smooth, mellow condition, so as to afford a good seed bed. Seed it as soon as the ground is in fine tilth, using from 60 to 80 pounds of seed per acre. Put it in with a grain drill to a medium depth, from 1 to 1½ inches. With the first rain it will come up quickly and make a growth in spite of continued dry weather.

Sorghum seed may be secured from any dealer in seeds. It does not matter much what variety is bought. The crop is grown for forage only and not for its molasses producing values.

Sorghum grown for forage must be cut before a heavy frost. There is danger of poison to cattle in sorghum that has been frosted. It may be cut with a mower and allowed to lie until it is well cured, but that is not necessary when the climate is dry. When there is not a great deal of moisture, there is seldom any difficulty in curing the crop satisfactorily. It may be cut with a mower or corn harvester and shocked like corn, or if not too heavy, it may be cut with an ordinary self-binder. In the latter case the bundles should be put in shocks loosely, two and two. The commonest way of harvesting is to cut with a mower and then rake and gather it into large cocks. It may be put into cocks when quite green. It is sometimes fed directly from the cocks as wanted, but there is likely to be less loss when it is put into the barn or into stacks topped with coarse grass. It is a good practice in storing to alternate layers of cane with straw, particularly if the cane is not well cured.

Though sorghum is recommended now as an emergency crop, it has a decided value as a hay or fodder apart from its emergency value. It has long been established beyond a doubt that it contains abundant nourishment that is readily digested. It has a generous leafage that is sweet and tender and it is highly palatable. Cattle like it and thrive on it. When used with other rations as a change and an appetizer, it has an especial value. All kinds of stock will eat sorghum fodder more readily than corn fodder and there is much less waste in feeding. From the standpoint of digestibility, sorghum compares favorably with corn fodder also. In the green state it is more digestible by a good margin and its per cent is slightly better in the dry stage also. For a good many soils, sorghum is a hard crop on the land, but in a season like this in Iowa when some kind of forage must be grown, that objection has no great weight.

Sorghum makes a better emergency crop in a season like this than either millet or cow peas, and especially the latter, for which present conditions are too dry to insure a satisfactory germination and growth. It may mean extra labor and effort to seed a field of sorghum at this time and to harvest it later on, but the yield will repay the effort.

Concrete paving for twelve blocks has been ordered by the city council of Marshalltown to be laid during the present season. Bids will be called for soon.

The hotelmen's state convention just held at Spirit Lake elected Thomas Veitch, of Des Moines, president, and C. E. Griffith, of Sioux City, secretary and treasurer.

C. L. Voss, cashier of the Bank of Denison, has been elected president of the Farmers' State bank of Charter Oak. Mr. Voss has been a stockholder in the bank for many years.

The state board of control let the contract for a $19,000 laundry to be built at the school for the deaf at Council Bluffs. The contract went to P. Peterson company of Council Bluffs.

Lewis Brother's general store in Leroy is a complete wreck as a result of a fire of unknown origin. The loss is $8,000, partially covered by insurance.

Mrs. Anna Sweetman, nearly 90 years old, is dead as the result of a shock received when her clothes became ignited while lighting a pipe.

Flags over the buildings of the university of Iowa at Iowa City and the city hall are floating at half mast in honor of Peter Dey, the pioneer settler and railroad contractor of Iowa. All of the city's banks were closed during time of funeral.

Emmet county farmers have commenced to harvest their oat crop, which is light. A number of farmers are cutting oats green to save them from the grasshoppers. Potatoes are going to be very scarce there. Hay is a short crop and is selling at $7 to $10 for wild.

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IN THE UP-TO-DATE FASHION

Lecturer Found It No Trouble at All to Answer Question Meant to Embarrass Him.

"Will you allow me to ask you a question?" interrupted a man in the audience.

"Certainly, sir," said the lecturer.

"You have given us a lot of figures about immigration, increase of wealth, the growth of trusts and all that," said the man. "Let's see what you know about figures yourself. How do you find the greatest common divisor?"

Slowly and deliberately the orator took a glass of water.

Then he pointed his finger straight at the questioner. Lightning flashed from his eyes, and he replied, in a voice that made the gas jets quiver:

"Advertise for it, you ignoramus!"

The audience cheered and yelled and stamped, and the wretched man who had asked the question crawled out of the hall a total wreck.

DISFIGURED WITH CRUSTS

"Some time ago I was taken with eczema from the top of my head to my waist. It began with scales on my body. I suffered untold itching and burning, and could not sleep. I was greatly disfigured with scales and crusts. My ears looked as if they had been most cut off with a razor, and my neck was perfectly raw. I suffered untold agony and pain. I tried two doctors who said I had eczema in its fullest stage, and that it could not be cured. I then tried other remedies to no avail. At last, I tried a set of the genuine Cuticura Remedies, which cured me of eczema when all else had failed, therefore I cannot praise them too highly.

"I suffered with eczema about ten months, but am now entirely cured, and I believe Cuticura Remedies are the best skin cure there is." (Signed) Miss Mattie J. Shaffer, R. F. D. 1, Box 8, Dancy, Miss., Oct. 27, 1910.

"I had suffered from eczema about four years when boils began to break out on different parts of my body. It started with a fine red rash. My back was affected first, when it also spread over my face. The itching was almost unbearable at times. I tried different soaps and salves, but nothing seemed to help me until I began to use the Cuticura Soap and Ointment. One box of them cured me entirely. I recommended them to my sister for her baby who was troubled with tooth eczema, and they completely cured her baby." (Signed) Mrs. F. L. Marberger, Drehersville, Pa., Sept. 6, 1910.

Although Cuticura Soap and Ointment are sold everywhere, a sample of each, with 32-page book, will be mailed free on application to "Cuticura," Dept. 4 L, Boston.

Gray Matter.

"I used to think I could hire all the brains I wanted for $25 a week," Mr. Pushem said.

"Well, couldn't you?"

"Yes. But it wasn't long before I had to call in a $100,000 lawyer to straighten out the kinks they put into my affairs."

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Children Cry for Fletcher's Castoria

The Retort Courteous.

Manager—You prima donnas want so much for your services.

Prima Donna—And you managers want our services for a song.

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The hurt of a burn or a cut stops when Cole's Carbolisalve is applied. It heals quickly and prevents scars. 25c and 50c by druggists. For free sample write to J. W. Cole & Co., Black River Falls, Wis.

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"George acts like a fool."

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Aeroplanes may become as dangerous to look at as they are to fly in.

Mrs. Winslow's Soothing Syrup for Children teething, softens the gums, reduces inflammation, allays pain, cures wind colic. 25c a bottle.

Black looks are wasted on people who are color blind.

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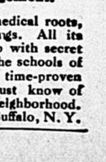
The Fountain Head of Life Is The Stomach



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